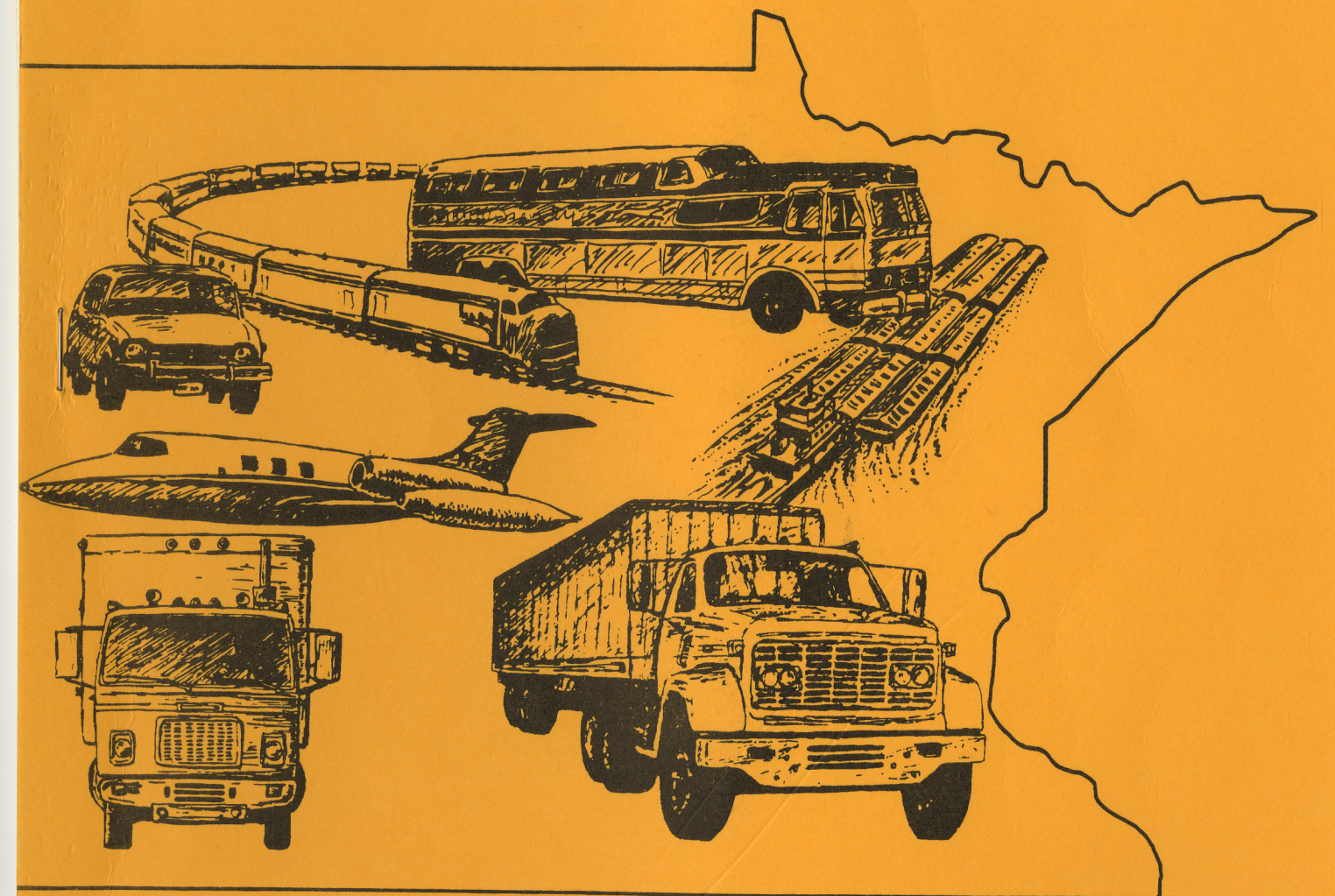


# Transportation Analysis

TA-M329

TH 10, 610 FROM PROPOSED TH169 TO TH35W



PREPARED BY  
THE MINNESOTA DEPARTMENT OF TRANSPORTATION  
PROGRAM MANAGEMENT DIVISION  
TRAFFIC AND COMMODITIES SECTION





STATE OF MINNESOTA  
Department of Transportation

OFFICE MEMORANDUM

TO : Bob Brown  
Transportation Analysis Engineer  
District 5 - Golden Valley  
April 18, 1985

FROM : Allan Pint, Traffic Forecasts Engineer  
Traffic Forecast Unit  
612/296-0217

SUBJECT : T.H. 10, 610 from Proposed T.H. 169 (Osseo By-Pass) to T.H. 35W  
TA-M329

This report contains estimated Average Weekday Traffic (AWDT) and peak hour volumes (AM and PM) for the years 1987 and 2000 on the above subject route. Projected volumes for 1987 are presented in schematic form on Figure 1 for T.H. 610 between T.H. 252 and existing T.H. 10-47. Estimated volumes for the year 2000 are presented in schematic form on Figures 2 thru 6 for T.H. 10, 610 between proposed T.H. 169 and T.H. 35W. In addition, Figure 7 presents estimated year 2000 weaving movement volumes on T.H. 610 between the Zane and France Avenue Interchanges.

Projected volumes for 1987 as shown on Figure 1 reflect the following roadway construction plans:

- 1) Proposed T.H. 252 is completed from T.H. 94 to T.H. 610.
- 2) Proposed T.H. 610 is completed between T.H. 252 and T.H. 10-47 only.
- 3) Proposed T.H. 169 (Osseo By-Pass) is built.
- 4) Proposed T.H. 10 is built only as far as it currently (1985) exists-between County Road "J" and T.H. 35W.

Estimated volume projections for the year 2000 as shown on Figures 2 thru 7 reflect the following roadway construction plans as per the F2000 network:

- 1) Proposed T.H. 252 is completed from T.H. 94 to T.H. 610.
- 2) Proposed T.H. 610 is completed from Proposed T.H. 169 (Osseo By-Pass) to the junction with Proposed T.H. 10 at University Avenue.
- 3) Proposed T.H. 10 is completed from junction T.H. 47 to junction T.H. 35W.
- 4) The Proposed Osseo By-Pass (Proposed T.H. 169) is completed.
- 5) I-694 is upgraded to a 6-lane freeway from I-94 to I-35W.



Volumes shown on Figures 1 thru 7 are based on the following data:

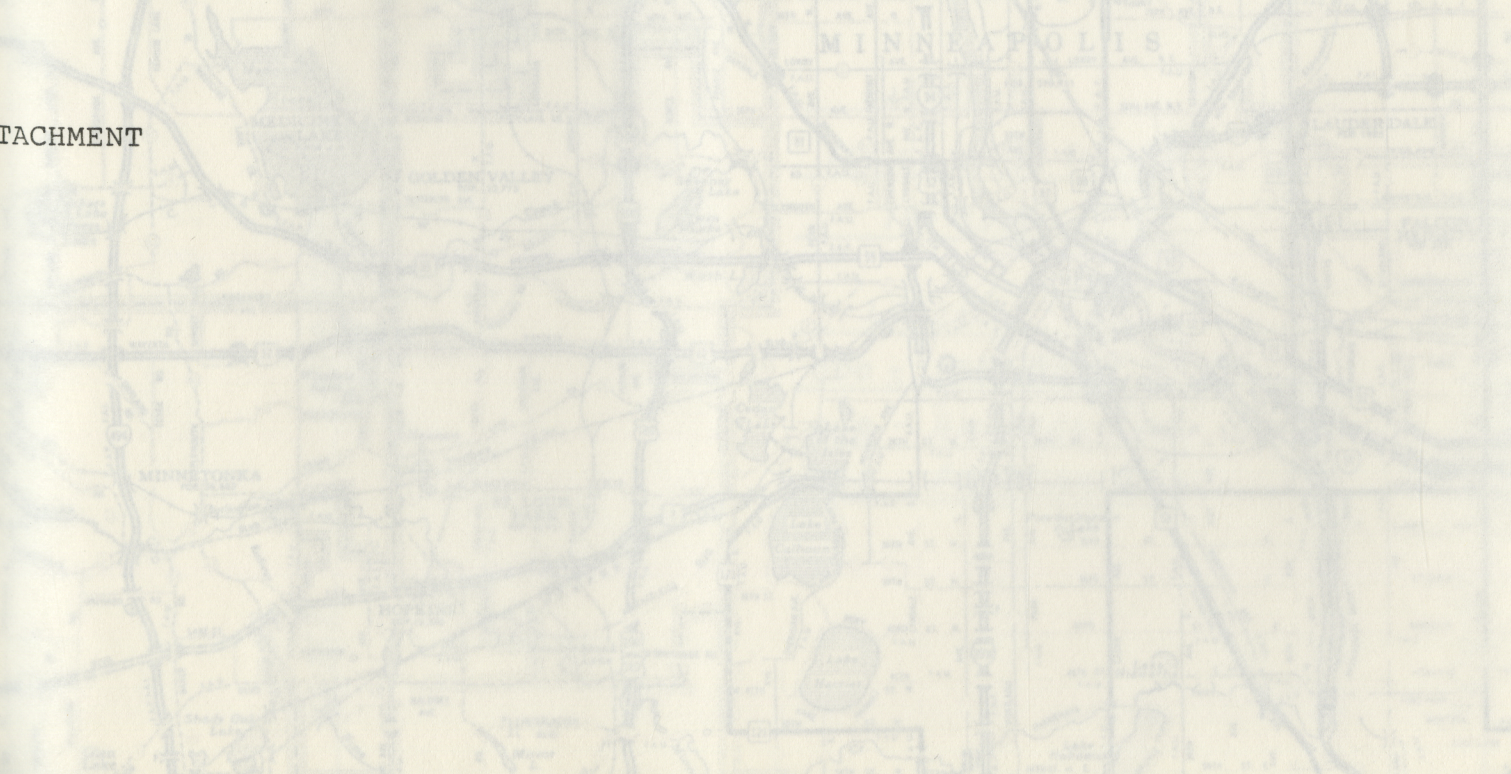
- 1) 1980 and 2000B zone to zone AWDT movements assigned to the 1990 road network, i.e., EC 1990.
- 2) 2000B zone to zone AWDT and PM peak hour movements assigned to the 2000 road network, i.e. F2000.
- 3) Selected loaded link and loaded tree analysis of the 2000B AWDT movements assigned to the F2000 road network.
- 4) Current and historical ADT's from the Mn/DOT Data Collection Unit.
- 5) Current daily and peak hour traffic counts from the Mn/DOT Data Collection Unit.
- 6) TA-M293 prepared in November of 1982.

An update of the F2000 road network was undertaken by the staff of the Traffic Forecast Section in order to determine the traffic impact on T.H. 610 east of the Osseo By-Pass of extending T.H. 610 westerly from the Osseo By-Pass to a junction with T.H. 94 at 101st Avenue North. The results of loading the 2000B zone to zone AWDT movements into this revised 2000 road network are an increase of about 1350 directional AWDT on T.H. 610 between the Osseo By-Pass and the T.H. 610 river bridge. The peak hour volumes related to this 1350 directional AWDT are about 165 in the major direction (AM eastbound, PM westbound) and 110 in the minor direction (AM westbound, PM eastbound).

Projected traffic volumes for the year 2010 may be obtained by factoring the enclosed year 2000 figure by 1.20.

If you require additional information, please contact Jim Page at 296-1626.

ATTACHMENT



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STATE OF MINNESOTA  
Department of Transportation

April 18, 1985

Bob Brown :  
Transportation Analysis Engineer  
District 5 - Golden Valley

612/296-0217

Alan Pirt, Traffic Forecast Engineer  
Traffic Forecast Unit

SUBJECT : T.H. 10, 610 from Proposed T.H. 169 (Osseo By-Pass) to T.H. 35W  
TA-M293

This report contains estimated Average Weekday Traffic (AWDT) and peak hour volumes (AM and PM) for the years 1987 and 2000 on the above subject route. Projected volumes for 1987 are presented in schematic form on Figure 1 for T.H. 610 between T.H. 352 and existing T.H. 10-47. Estimated volumes for the year 2000 are presented in schematic form on Figures 2 thru 6 for T.H. 10, 610 between Proposed T.H. 169 and T.H. 35W. In addition, Figure 7 presents estimated year 2000 weaving movement volumes on T.H. 610 between the Lane and France Avenue Interchanges.

Projected volumes for 1987 as shown on Figure 1 reflect the following roadway construction plans:

- 1) Proposed T.H. 352 is completed from T.H. 94 to T.H. 610.
- 2) Proposed T.H. 610 is completed between T.H. 352 and T.H. 10-47 only.
- 3) Proposed T.H. 169 (Osseo By-Pass) is built.
- 4) Proposed T.H. 10 is built only as far as it currently (1985) exists between County Road "J" and T.H. 35W.

Estimated volume projections for the year 2000 as shown on Figures 2 thru 7 reflect the following roadway construction plans as per the F2000 network:

- 1) Proposed T.H. 352 is completed from T.H. 94 to T.H. 610.
- 2) Proposed T.H. 610 is completed from Proposed T.H. 169 (Osseo By-Pass) to the junction with Proposed T.H. 10 at University Avenue.
- 3) Proposed T.H. 10 is completed from junction T.H. 47 to junction T.H. 35W.
- 4) The Proposed Osseo By-Pass (Proposed T.H. 169) is completed.
- 5) I-694 is upgraded to a 6-lane freeway from I-94 to I-35W.



Volumes shown on figures 1 thru 7 are based on the following data:

- 1) 1980 and 2000B zone to zone AWDT movements assigned to the 1990 road network, i.e., EC 1990.

- 2) 2000B zone to zone AWDT and PM peak hour movements assigned to the 2000 road network, i.e., P2000.

- 3) Selected loaded link and loaded tree analysis of the 2000B AWDT movements assigned to the 2000 road network.

- 4) Current and historical AWT's from the Mn/DOT Data Collection Unit.

- 5) Current daily and peak hour traffic counts from the Mn/DOT Data Collection Unit.

- 6) TA-M293 prepared in November of 1982.

An update of the 2000 road network was undertaken by the staff of the Traffic Forecast Section in order to determine the traffic impact on T.H. 610 east of the Cass By-Pass of extending T.H. 610 westerly from the Cass By-Pass to a junction with T.H. 94 at 101st Avenue North. The results of loading the 2000B zone to zone AWDT movements into this revised 2000 road network are an increase of about 1350 directional AWDT on T.H. 610 between the Cass By-Pass and the T.H. 610 river bridge. The peak hour volumes related to this 1350 directional AWDT are about 165 in the major direction (AM eastbound, PM westbound) and 110 in the minor direction (AM westbound, PM eastbound).

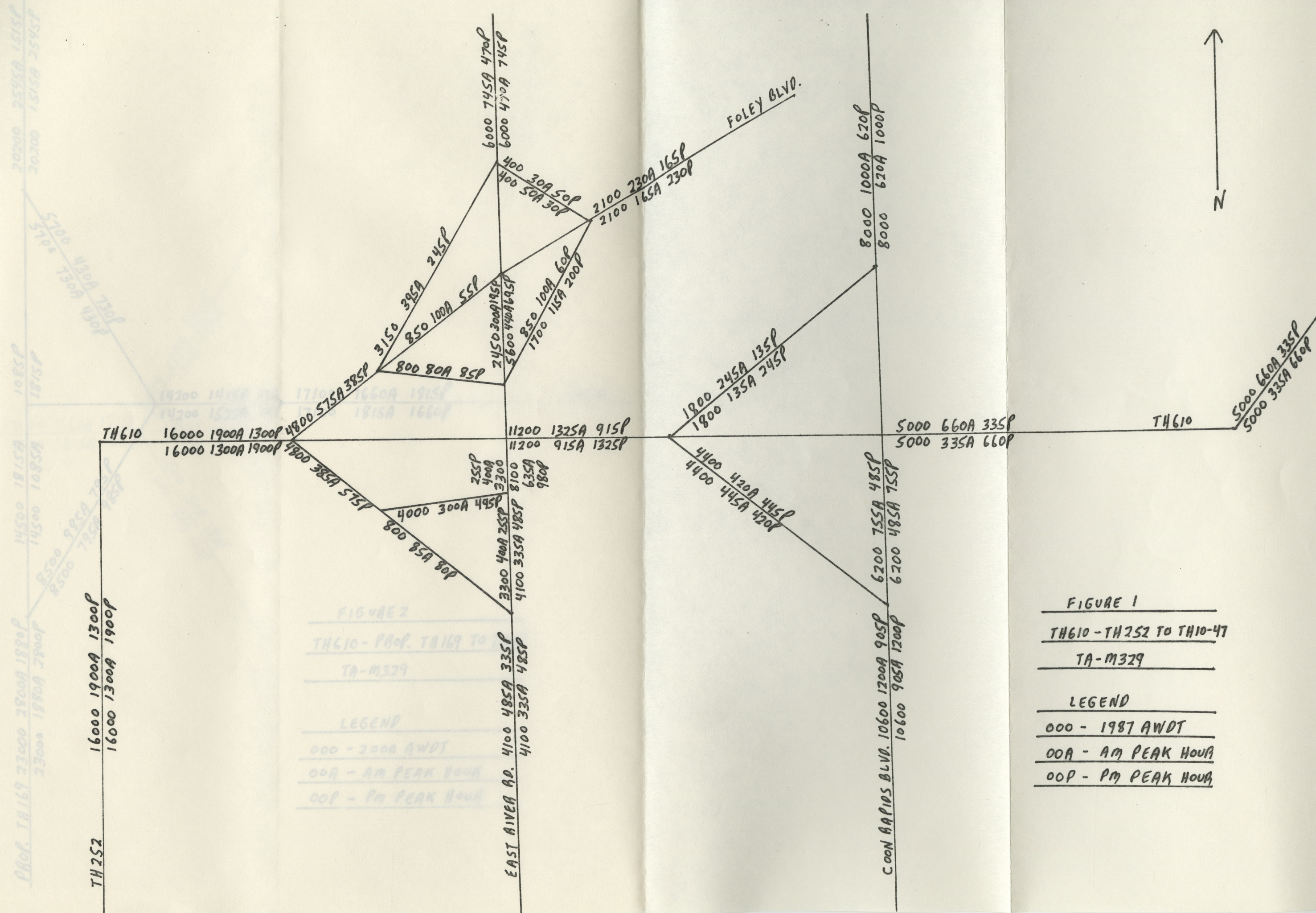
Projected traffic volumes for the year 2010 may be obtained by factoring the enclosed year 2000 figure by 1.20.

If you require additional information, please contact Jim Page at 296-1626.

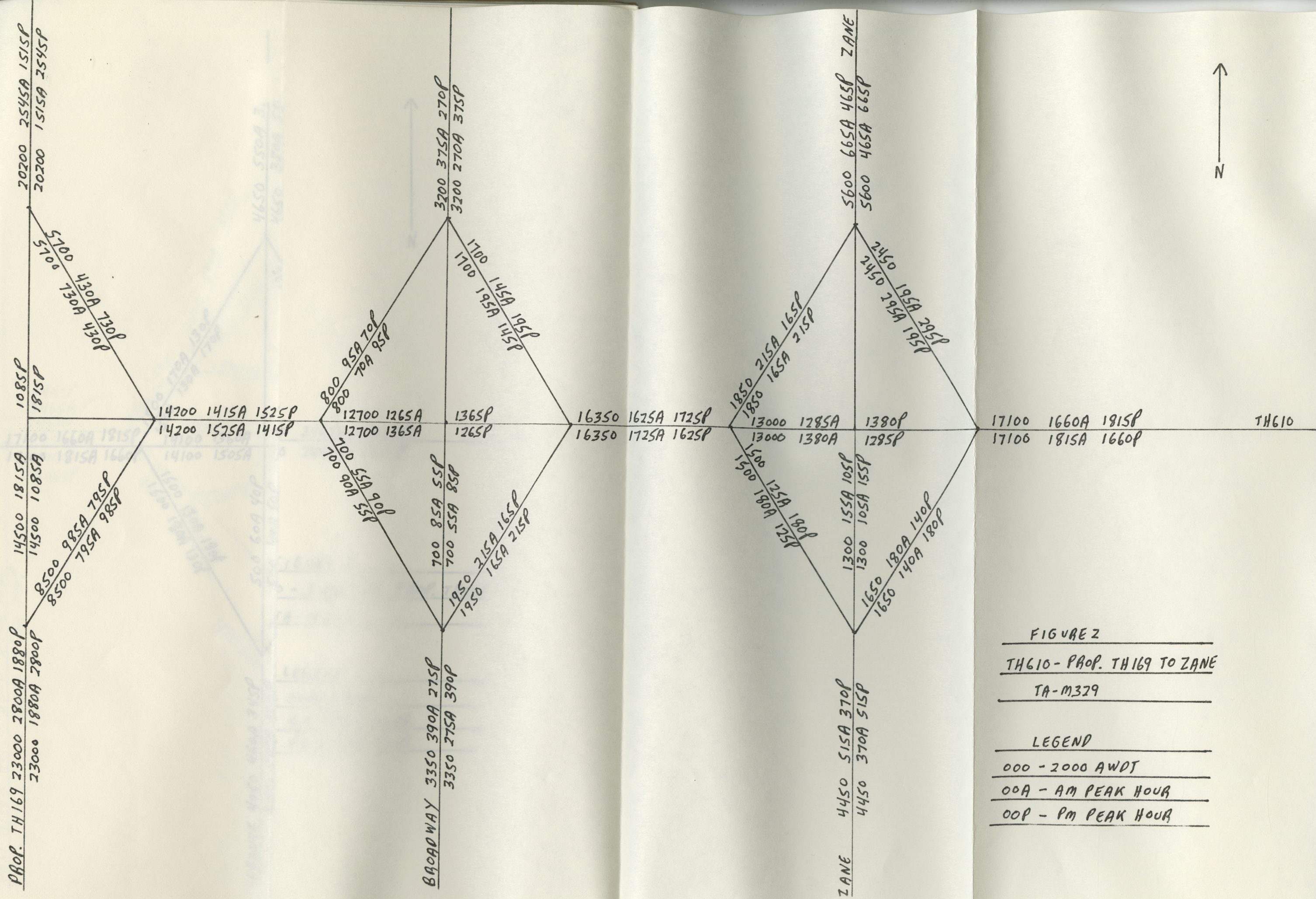
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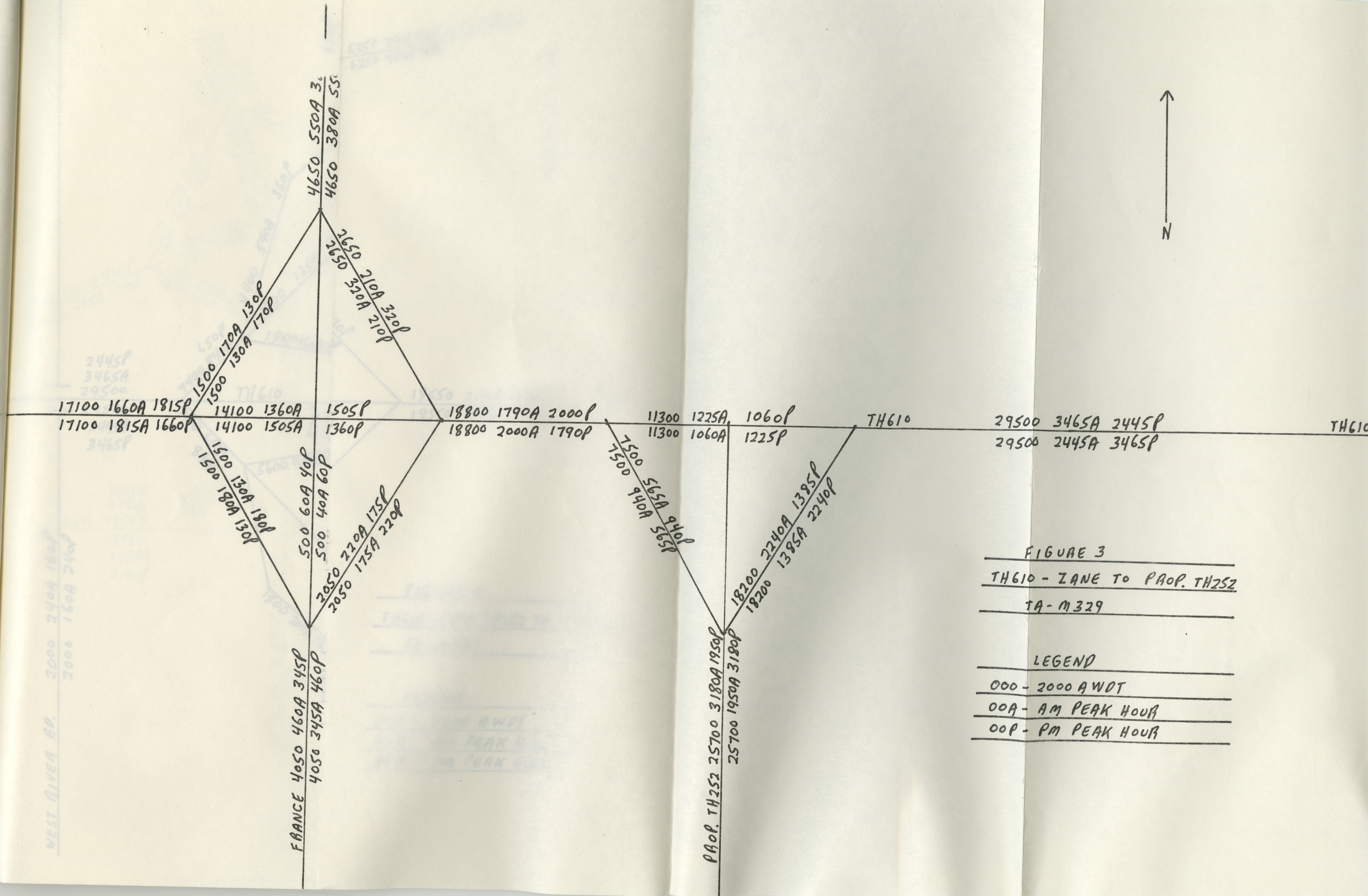


FIGURE 3  
 TH610 - ZONE TO PROP. TH252  
 TA-M329

LEGEND	
000 -	2000 AWDT
00A -	AM PEAK HOUR
00P -	PM PEAK HOUR







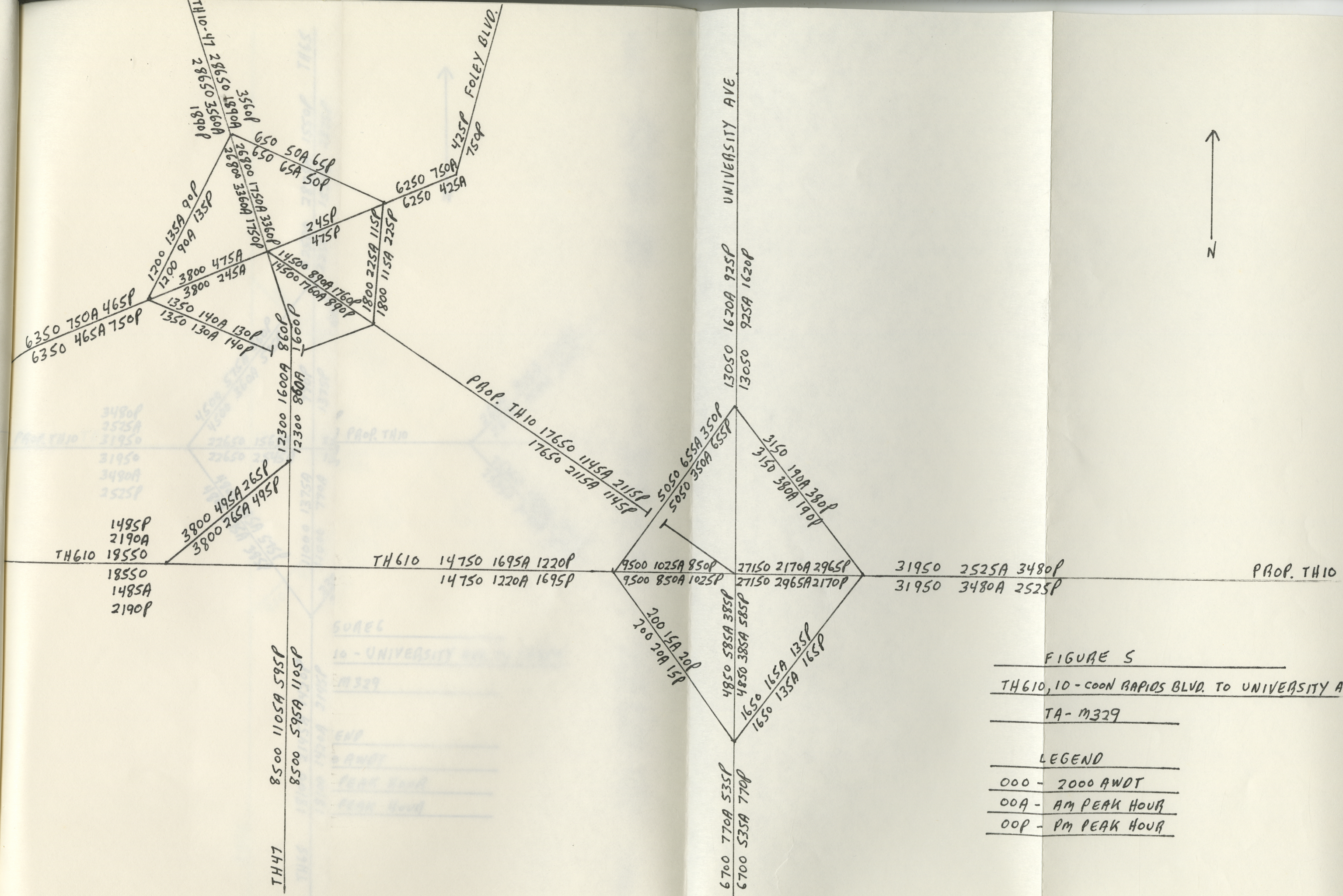
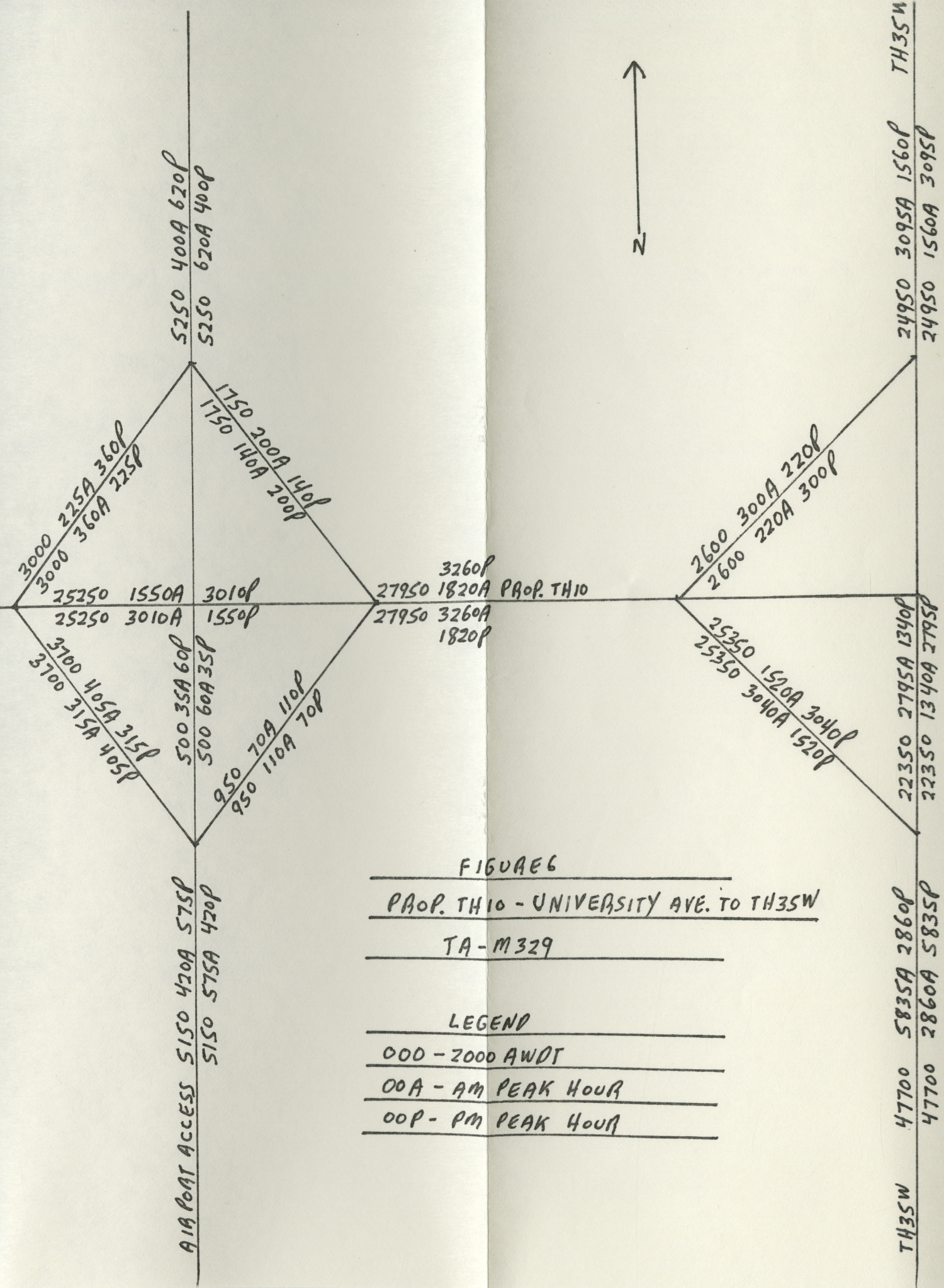
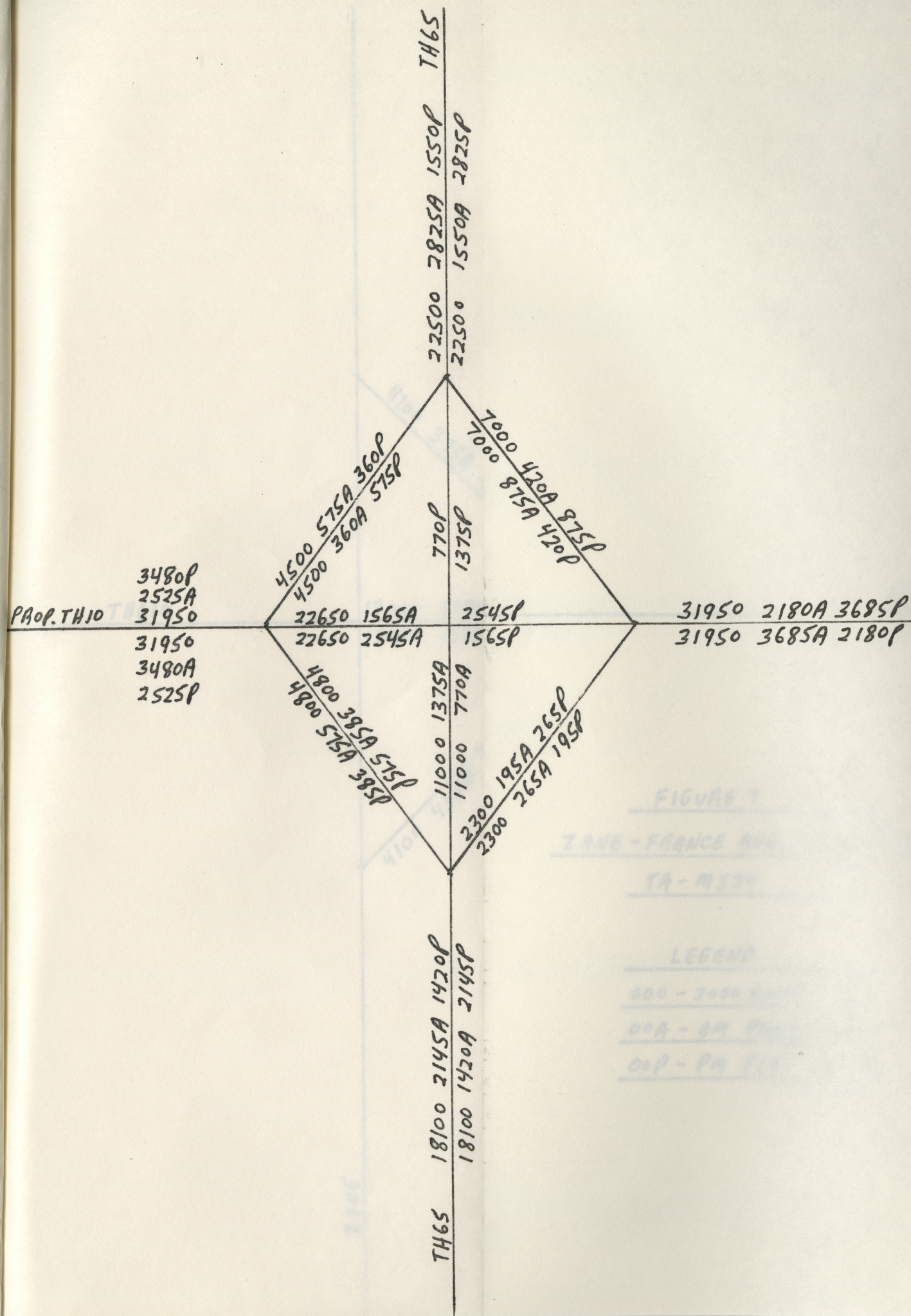


FIGURE 5  
TH 610, 10 - COON RAPIDS BLVD. TO UNIVERSITY AV  
TA - M329







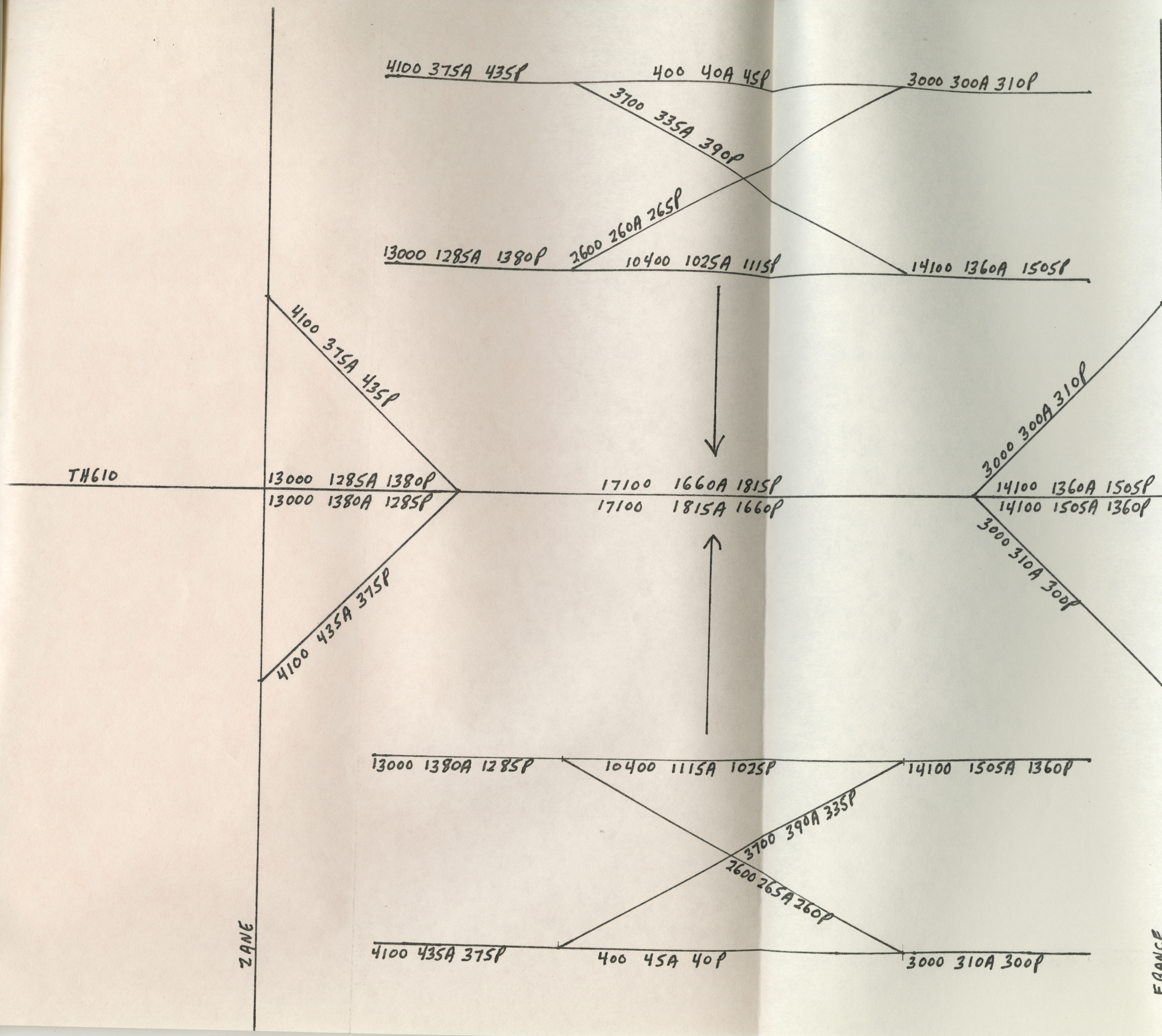


FIGURE 7  
 ZANE - FRANCE AVE. WEAVING SECTION  
 TA - M329